

The Hong Kong Daily Press.

No. 5062

日二十六百九十五年

HONGKONG, THURSDAY, JANUARY 4TH, 1877.

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港香港

PRICE \$2 PER MONTH.

Arrivals.

January 2, STEAMERS bark, 327, O. Berendsen, Bangkok 22nd October, Teak and Sapanwood.—CAPTAIN. January 3, FU-YEN, Chinese str., 320, Grand Shanghai 30th Dec. and Swallow 2nd January, General—C. M. S. N. Co. January 3, DOUGLAS, British str., 864, E. Burne, Foochow 31st Dec., Amoy 1st January, and Swallow 2nd General—D. LAFRAIK & Co. January 3, CITY OF TOKIO, American str., 3,860, Maury, San Francisco 2nd Dec., and Yokohama 27th, General—P. M. S. Co.

January 3, TENG-CHOU-HAI, Chinese gunboat, Palmer, from Cheung-chow. January 3, AUSONI, German str., 274, P. Ries, Newcastle, N.S.W., 4th Nov., Coal—RUSSELL & Co.

Clearances.

At the HARBOUR MASTER'S OFFICE, JANUARY 3,

Emasella, British steamer, for Manila. Atalanta, German steamer, for Swatow. Bower, British steamer, for Singapore and Melbourne.

Departures.

JANUARY 3, FU-YEN, Chinese str., for Canton. January 3, ISABELADA, British steamer, for Manila.

January 3, BOWEN, British str., for Singapore and Melbourne.

January 3, MALACCA, British steamer, for Yokohama.

January 3, JAPAN, German str., for Guam.

Passengers.

Per City of Tokio, str., from Yokohama and San Francisco—

Mrs. Henderson and child, Mrs. W. O. Wise, Mrs. E. C. Hine, Miss H. O. Ibrahim, Captain E. O. Matthews and R. Collum, U.S.N., Dr. Ayres, U.S.N., and Mr. R. Agnew.

Per Douglas, str., from East Coast—

Messrs. Walker, Bradley, and Giesel, and 90 Chinese.

Per Faro, str., from Shanghai, &c.—

2 Cabin and 14 Chinese.

Reports.

The Siamese bark *Trigraph*, reports left Bangkok on 29th October, and had very light and variable winds to Pulo Obi; from thence fresh N.E. winds sprang up and kept off from Eastern Passage and continued through the Malay Archipelago, and the thence had light winds and came up to lat 8° N.; since then a fresh N.E. wind throughout.

The German brig *Augsburg* reports left Newcastle, N.S.W., on 4th November, and had light winds to New Caledonia, where was becalmed 14 days. Had variable and light winds to day.

Equator crossed on 7th December, long 153° E. Had light winds to Sipata, which was passed on the 2nd; from thence moderate breeze to port. (off Solomon Islands), spoke the British bark *Florence Nightingale*, bound to Shanghai.

Per China, str., for Shanghai—

Cochin Dickens, Messrs. Gardner, Webb, and Tolson.

Per Adelina, str., for Swatow—

50 Chinese.

The following passengers passed by the P. & O. Co.'s *Kashgar*, 10th Dec., at noon—

For Singapore—Messrs. Aca and Stidton.

For Bombay—Mr. Shurman, for Malta.

For Brindisi—Mr. Fischer.

For Southampton—Messrs. Corrie, R. N., Fish, and Brown.

Advertiser.

The Chinese steamer *Fu-yen* reports left Shanghai on 30th December, and Swatow on 2nd January. From Swatow had light winds and fine weather. On 1st January, at 9 a.m., passed the French mail steamship *Meschede*, and at 11.30 a.m. on same day, passed the French mail steamer *Meschede*, both bound Northward. On the 2nd at 7 p.m. arrived at Swatow. The steamer *Douglas*, *Swallow*, *Montgomeryshire*, and one German steamer in port. Had strong Easterly breeze and heavy sea to Nine Pin. Arrived in Hongkong at 9.30 a.m.

The British steamer *Douglas* reports left Foochow on 2nd December, Amoy on 1st January, and Swatow on the 2nd. From Foochow to Amoy moderate N.E. winds and fine weather. From Amoy to Swatow light variable winds and fine weather. From Swatow to Hongkong from N.E. winds, which were moderate. In the afternoon, H.M.S. *Broad* and six ships passed the steamer *Chesapeake* in River Mus, bound in. In Amoy, Chinese revenue cruiser *En-hua*, str. *Zamboanga* and *Tenasserim*. Passed the steamer *Malacca*, bound North, off Hes Island. In Swatow, Chinese gunboat *Cheng* and Chinese revenue cruiser *Ling-chen*, str. *Montgomeryshire*, *Swatow*, and *Olympia*. Passed the steamer *Chesapeake* back into Swatow. Passed the steamer *Bogor*, bound N.E. off Chilung Point.

List of Passages by the str. *City of Tokio*, from San Francisco and Yokohama—169 packages, P. M. S. Agent; 23, E. Gropman, 1, Jenkins, Matheson & Co., 1, Lane, Crawford & Co., 1, Lamont, Attfield & Co., 1, McEvoy, Frickel & Co., 1, P. M. S. Agent; 1, P. Evans & N. D. Stevens; 12, 273, Chinese Total 16,832.

Vessels that have arrived in Europe from Ports in China, Japan and Manilla.

(For last Month's Advice.)

Papier (1) ... Nov. 11.

Tea (1) ... China Ports, Nov. 11.

Empress (1) ... Nov. 11.

Satsuma (1) ... Poochow, Nov. 11.

Ulysses (1) ... Foochow, Nov. 11.

J. S. Jessen ... Hongkong, Nov. 11.

Noemi ... Hongkong, Nov. 11.

Patriot (1) ... Hongkong, Nov. 11.

Empress (1) ... Foochow, Nov. 11.

Empress (1) ... Manila, Nov. 11.

Empress (1) ... Foochow, Nov. 11.

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THE CHRONICLE AND DIRECTORY
FOR 1877.
(With which is incorporated "THE CHINA
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This Comprehensive Work now in the FIFTEENTH YEAR of its existence, has been compiled from the Best and Most Reliable SOURCES, and no pains have been spared to render it Complete in Every Respect.

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THE DIRECTORY FOR CANTON.

THE DIRECTORY FOR WHAMPOA.

THE DIRECTORY FOR MACAO.

THE DIRECTORY FOR HOIHOW.

THE DIRECTORY FOR SWATOW.

THE DIRECTORY FOR AMOY.

THE DIRECTORY FOR FORMOSA.

THE DIRECTORY FOR POCHEHOW.

THE DIRECTORY FOR NINGPO.

THE DIRECTORY FOR SHANGHAI.

THE DIRECTORY FOR CHINKiang.

THE DIRECTORY FOR KIUKIANG.

THE DIRECTORY FOR HANKOW.

THE DIRECTORY FOR CHEFOU.

THE DIRECTORY FOR TAKU.

THE DIRECTORY FOR TIENSIN.

THE DIRECTORY FOR NEWCHIANG.

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With brief descriptions of Hongkong, the Treaty Ports of China, Japan, and the Philippines. It also includes a mass of useful information in addition to that usually found in works of the kind.

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PLAN OF VICTORIA, HONGKONG;

THE FOREIGN SETTLEMENTS OR

SHANGHAI;

A Chromo-lithograph Plate of the NEW

CODE OF SIGNALS in use at the

PEAK;

Also of the various HOUSE FLAGS

(Designed expressly for the Work);

and

MAPS OF HONGKONG, JAPAN, &c.

The Chronicle and Directory is the only publication of its kind for China and Japan, and it will be found invaluable in all Public, Mercantile, and General Offices.

It is published in two forms—Completes at \$5, or with the Lists of Residents, Post Directories, Maps, &c., at \$3.

Orders for Copies may be sent to the Daily Press Office, where it is published, or to the following Agents:

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NOTICE.

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CHEMISTS.

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ABRATED WATER MAKERS.

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NOTICE.—To avoid delay in the execution of our orders it is particularly requested that all business communications be addressed to the Firm, A. S. Watson and Co., or

527 HONGKONG DISPENSARY.

BIRTH
On the 21st ult., at 5, Zetland Street, Mrs. W. MCGREGOR, born of a church.

The Daily Press.

HONGKONG, JANUARY 4TH, 1877.

The Sun's announcement that in future the tribute rice is to be carried solely by the steamers of the China Merchants' Steam Navigation Company will surprise no one who is aware of the intimate connection between the high Chinese officials and the Company. The avowed reason for shipping the whole of the rice by the steamers is the speedier and safer carriage they afford, and this would seem to any one a full and sufficient pretext. And so indeed it is, and it must appear somewhat strange to the majority of outsiders that this course was not adopted long ago. But the Chinese

Government has only lately taken to patronise steamers, and would not do so now but for a very good reason. Many officials are largely interested in the success of that great privileged monopoly called the China Merchants' Company, and it is to their interest to deprive the junks of the job of carrying the tribute grain to Tsinan. In former times, had it not been suggested that foreign steamers could convoy the tribute rice north with greater speed and safety, the suggestion would instantly have been met with the objection that the junks had always managed to carry it hither, and that time was not a very grave consideration. But the case is altered when mandarin-owned steamers compete with junks for Government patronage, and the junk-owners of course, go to the wall.

This plan of collecting the grain tribute in kind is really a stupid and inconvenient arrangement, and would long since have been abolished by any other Government. As a rule, the rice is not specially wanted at Peking, and its value in money would be far more convenient, while the obligation to pay the tribute in grain often passes with peculiar hardship upon some provinces where the crops have been short. In a few cases, it is true, the Imperial Government has given permission for the tribute to be paid in money, but this is only done on rare occasions.

The *Peking Gazette* of the 1st ultimo contains a news item from the Governor-General of Hankow, protesting against an order which looks very much as though it had been made directly in the interests of the China Merchants' Company. Since the Taiping rebellion the grain tax in that province has been paid in money, but the Board of Revenue has lately ordered a return to the old system of payment in kind. The memorialist states that the change would involve great expense, and prove a grievance to the people. He shall send the money communication as before, this year, and requests that the Board of Revenue may be directed to reconsider the matter, as regards the future. Whether the memorial will be favourably regarded is doubtful; the interests of the official monopoly have to be upheld, and the people of Hankow need not expect very much consideration in such a case. The erection of this Company into an official monopoly has raised an insuperable barrier to the adoption of a reasonable and intelligent policy on the question of the tribute. At present, the collection of this tribute is a fruitful source of corruption, and is attended by great waste. If it were to be collected in money, this would be avoided, and the capital could be just as easily supplied with rice by private enterprise. But it is well nigh hopeless to expect the Peking Government to recognise this fact, in the face of the necessity existing for supplying cargoes for the China Merchants' steamers.

THE PROMISED PROCLAMATION, embodying a Memorial from Li Hung-chuan and an Imperial Decree in reply, on the Yunnan Outrage, has lately been posted in several cities in the north. Amongst others, the walls of Nanking and Wuchang have lately been adorned with these placards, which are described as being nearly eight feet long. But though the pledge is being carried out to the letter, it is not, if we may judge from the Daily *China Gazette*, a honourable Chinaman.

John Williams, a seaman on board the U.S. Frigate, was charged with drunkenness and lying down in the Queen's bed. He was tried and sentenced to pay 40 dollars for chafing.

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Before the Hon. O. May.

ARRIVAL OF THE PACIFIC MAIL.

The P. M. steamer City of Tokio, Captain Maury, with dates from San Francisco to the 2nd ultimo, and to London 27th, arrived here yesterday morning. The subjunctive news items of a recent date from the Daily *Asia*:

A SOUP AND VAGABOND.

Wong-shik, a hawk, was a scorpion-like Chinaman, according to a newspaper, having a scorpion's tail, a hawk's head, and a scorpion's body.

He was captured in the vicinity of the Sailor's Home in a sunken manner.

The prisoner was identified as having been a hawk three times before.

The prisoner said he came out of sight about a week ago, and had written to his friends to send him money to enable him to go to Singapore. If he were to be sent to goal he would be maltreated because he gave information against fellow-prisoners.

Mr. Tomlin, the Superintendent of the Gaol, said there was no cause to apprehend that any treatment would be reserved by the prisoner. The prisoner was sentenced to three months' hard labour.

ASIAN.

Angelo Perito was summoned by Tom Ame, an amanuensis for managing her and pushing her down, on Sunday evening last, as she was leaving the Roman Catholic Church. After some evidence, the defendant, who said the complaint struck him first, was fined \$1.

Siang-tien, a newspaperman at Singapore, charged with being concerned in the Simpson riot, was brought up, on remand, having been taken from the steamship *Metress*. Inspector Engs obtained a further remand to await communication with the Singapore Government.

FOOTBALL.

The Customs cruiser *Febe* arrived at the port on the 23rd ult., and left for the South on the 27th. Mr. H. Hall, the Customs Engineer-in-Chief, was unwell with rheumatism and fever, and was obliged to resign his post.

The entry for the Race Meeting to be held on the 5th, 6th, and 7th ult., closed at noon on Saturday, and 18 candidates for the Maiden Stakes, 21 for the Compradores Cup, and 34 for the Consolation Stakes.

The Canton *Journal* says that the *Febe* has been recently released from the *Metress*, and has been re-appointed to the command of the *Febe*, and is to be appointed to the command of the *Metress*.

At 8.15 to-night Moors' Opera House, on Second-street between K and L, in this city, was the scene of a most frightful accident, resulting in the death and injury of nearly one hundred persons. The occasion was the opening night of the Peak Family, a grand opera troupe, composed of Englishmen, Americans, and Chinese, who had been recruited from among the Chinese in the city, and were to play in the original charge of their manager, Mr. S. G. Moore.

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It is with regret that we have to record the sudden death of Mr. Charles Carroll, a highly popular and well-known author and poet, who died in New York on the 23rd ult., and was buried in the Protestant Cemetery.

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it is to be feared that he will soon have to retire from the work for which he has shown himself so well fitted.

The year has not been a prosperous one for China, in a material point of view. Short rains have prevailed in many parts of the southern provinces, and part of Fuhien was, on the 11th, 12th, and 13th—true, the scene of a disastrous inundation, by which hundreds of lives were lost, extensive damage to and loss of property sustained, and thousands rendered completely destitute. This was supplemented in Fuhien on the 27th, November, by another calamity in the shape of a large inundation by which more than two thousand houses and shops were destroyed, and great distress caused. Up in the North, more especially in Shantung and Chihli, owing to the long-continued droughts of summer, the wretched inhabitants have been, and still are, experiencing all the horrors of famine. Numbers of them have migrated to Kiangsu and to the more favoured districts of Kiangsi and Anhwei, but multitudes are suffering keenly and must inevitably be starved to death unless the Imperial Government takes some active measures for their relief. In Chihli the Viceroy has done a great deal to mitigate the distress prevailing, but in Shantung the provincial authorities display great apathy and indifference in the matter. Trade is, of course, adversely influenced by the want and distress experienced in the North, and it cannot be expected that future prospects will be very bright under such circumstances. It is to be hoped, however, that a better harvest will be gathered this year, in which case much may be expected to speedily improve the situation.

The most notable event in Japan during the past year was the amicable settlement of the difficulty between that country and Corea on the 27th February, when a treaty of commerce and friendship was signed with the Japanese Envoy in Corea. By this treaty the Coreans ceded to Japan a strip of land on the coast and opened three ports to trade with Japan. These ports are also open to other foreigners on condition, however, that they consent to be amenable to Japanese law. By this agreement, war was happily averted, and the Coreans were compelled to give satisfaction for the outrages of which they had been guilty.

There are some signs that they are likely, through the Japanese, to become infected with the spirit of progress. As proof of this assumption it may be mentioned that the Korean Government has recently applied for the services of a Japanese medical man skilled in the practice of Western nations.

A rebellion that at one time threatened to assume a formidable dimension broke out in Japan a short time back. It originated at Kumamoto, a garrison town in the Higoken, where on the 24th October a body of seamen suddenly attacked the barracks, and cut down the unprepared soldiers without mercy. The insurrection quickly spread to Chashin, Akiyuki, and Yamaguchi, and was not suppressed until several small engagements had been fought. The Government took prompt and energetic steps to crush the revolt at the outset, and it was owing to this vigorous action that it was so successfully put down. The cause originated from the dissatisfaction felt by the shizukin at a government measure for the capitalization of the incomes of the nobles and gentry, added to a general desire among the reactionist party to restore the ancient regime in Japan, and get rid of foreign influences. The attempt, however, failed miserably, and may be regarded as the last struggle of feudalism with the new order of things in Japan.

The year has been a fairly prosperous one to the Japanese. They have experienced good silk and rice crops, and are exporting some of their surplus grain to Corea, where famine prevails, owing to the drought of the summer. The country has not escaped disaster altogether, however, for on the 29th November, Tokio was visited by one of the largest fires ever recorded in Japan. Between eight and nine thousand houses were reduced to ashes, and property to the value of some five millions of dollars destroyed. About half a score people were killed, and over fifty thousand more rendered homeless and destitute. The burnt district is, however, already fast rising again, and the distress consequent on the fire has been partially relieved by subscriptions made for that purpose by natives and foreigners. It is hoped that the occurrence will be a lesson to the authorities to provide the capital with efficient steam fire engines, there is no doubt that two or three of these, properly worked, on the last occasion would have saved millions of dollars and widespread distress.

In the early part of the year the Spaniards fitted out a formidable expedition for the conquest of the Sulu Islands, the inhabitants of which had long, by their piratical practices, been a source of trouble and danger to the commerce of the Philippines. Accordingly a large naval and military force left Manila in February and effected a landing at Patricio on the 23rd of that month. On the 23rd the troops marched through the jungle to Jolo, the capital, losing a considerable number of men on the way. On the 29th, however, after a severe struggle, they succeeded in making themselves masters of the place. Since then, the Spaniards have retained Jolo, but how far they are able to make their authority really felt is problematical. There was, of course, a good deal of vaunting over this great victory, which was rather dearly purchased. The main body of the expedition returned to Manila in April, leaving a thousand men to garrison the fortifications of Jolo.

The following disasters at sea have occurred in these waters during the year. The American ship *Surprise* from New York to Kowloon, with 1,400 tons of cargo, struck on Plymouth Rock, near the latter port, on the 4th February, and soon after became a total wreck. The China Merchants' Company's steamer *Hawes* caught fire when lying alongside the wharf at Shanghai on the 4th February, and sustained damage to the extent of £25,000. The British barque *Amelia Mabel*, from Cardiff (N.S.W.), to Shanghai, laden with coal, struck on a sunken rock a few miles south-west of the North Saddle Islands on the 26th March, and soon afterwards sank. The crew took to the boats and arrived safely at Shanghai three days later. The British barque *Liberator*, bound from Manila for San Francisco, was lost off the coast of Great Loochoo on the 1st April. All the crew and part of the cargo were saved. Messrs. DONOTAS, LAPIERRE & CO.'s steamer *Kwangtung* went ashore in fog off the Okiwa Islands on the 12th April, and became a total wreck. During a typhoon, which visited Formosa on the 10th May, the German barque *Trundia* and the Danish barque *Frye* became total wrecks at Taku, while at Tainan the German barque *Wilhelm* and the Danish schooner *Auguste Reimers* shared a similar fate. On the 24th May the pilot schooner *New York* was run into by the steamer *Husk* just outside Wusong, and sank almost immediately, with one of the crew. The British brig *Red Roy*, bound from Hongkong for London, struck on the north shoal of the Parcels group in the China sea on the 13th August, and became a total wreck, but no lives were lost. The American three-masted schooner *Charles U. Levy*, with a mixed cargo for New York, went ashore on a reef in the Sulu sea on the 10th August, and had to be abandoned. A collision occurred in the latter end of the same month in the Inland Sea, Japan, between the steamers *Sotogoro* and the *Tokushimmaru*. The former sank in thirty fathoms of water an hour afterwards. Seven lives were lost. The Japanese man-of-war *Unyakawa* was wrecked on the 2nd November, off the coast of Etsuji, and some seventy men were drowned. The British gunboat *Leyden* went ashore on Chang-shan-ki Island, off the coast of Shantung, on her way from Foochow to Tientsin on the

10th November, but the hull has since been successfully raised. On the 19th November, the British steamer *Zezar* collided with the American brigantine *Frontier Lady* while in the Formosa Channel. The latter vessel almost instantly sank in about thirty-five fathoms of water, causing total loss of the ship and cargo, together with six of the crew. The British barque *Sidney*, while crossing the bar at Newcastle, on the 18th November, was wrecked. The American barque *Mica* encountered a gale on the 26th November when in the Formosa Channel, and foundered "down after being abandoned by the crew." Among missing vessels are the German brig *Johanna*, which left Shanghai for Puchow on the 8th September, and has not since been heard of; and the British steamer *Erdo*, which left Sagoo on the 25th November and is said to have been heavily held up by the wind. She was pulled nearly, but took much too shore a stroke. Near the end of the village of Erdo she still kept a lighted fire, but the Swan, the *Erdo*, and the *Frontier Lady* were all lost.

The Chinese *Ying-fu* was captured by the *Red Roy* on the 27th November, by another calamity in the shape of a large inundation, by which more than two thousand houses and shops were destroyed, and great distress caused. Up in the North, more especially in Shantung and Chihli, owing to the long-continued droughts of summer, the wretched inhabitants have been, and still are, experiencing all the horrors of famine. Numbers of them have migrated to Kiangsu and to the more favoured districts of Kiangsi and Anhwei, but multitudes are suffering keenly and must inevitably be starved to death unless the Imperial Government takes some active measures for their relief. In Chihli the Viceroy has done a great deal to mitigate the distress prevailing, but in Shantung the provincial authorities display great apathy and indifference in the matter. Trade is, of course, adversely influenced by the want and distress experienced in the North, and it cannot be expected that future prospects will be very bright under such circumstances. It is to be hoped, however, that a better harvest will be gathered this year, in which case much may be expected to speedily improve the situation.

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